



CMF / CRF Details

CMF ID: 6158

Conversion of stop-controlled intersection into multi-lane roundabout

Description:

Prior Condition: four-leg intersection with stop control on minor

Category: Intersection geometry

Study: [Public Opinion, Traffic Performance, The Environment, and Safety After the Construction of Double-Lane Roundabouts, Hu et al., 2014](#)

Star Quality Rating:

Stars

[\[View score details\]](#)

Crash Modification Factor (CMF)

Value: 2.073

Adjusted Standard Error:

Unadjusted Standard Error: 1.031

Crash Reduction Factor (CRF)

Value: -107.3 (This value indicates an **increase** in crashes)

Adjusted Standard Error:

Unadjusted Standard Error: 103.1

Applicability

Crash Type:

All

Crash Severity:

All

Roadway Types:

Not specified

Number of Lanes:

2

Road Division Type:

Undivided

Speed Limit:

50

Area Type:

Not specified

Traffic Volume:

Time of Day:

All

If countermeasure is intersection-based

Intersection Type:

Roadway/roadway (not interchange related)

Intersection Geometry:

Traffic Control:

Stop-controlled

Major Road Traffic Volume:

Minor Road Traffic Volume:

Development Details

Date Range of Data Used:

2003 to 2007

Municipality:

Bellingham

State:

WA

Country:

Type of Methodology Used:

7

Sample Size Used:	
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Other Details	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Mar-11-2015
Comments:	Multilane roundabout on a two-lane undivided roadway. The total entering volume was approximately 15,700 vehicles per day in the before period and 16,100 vehicles per day in the after period.

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